

EDGE

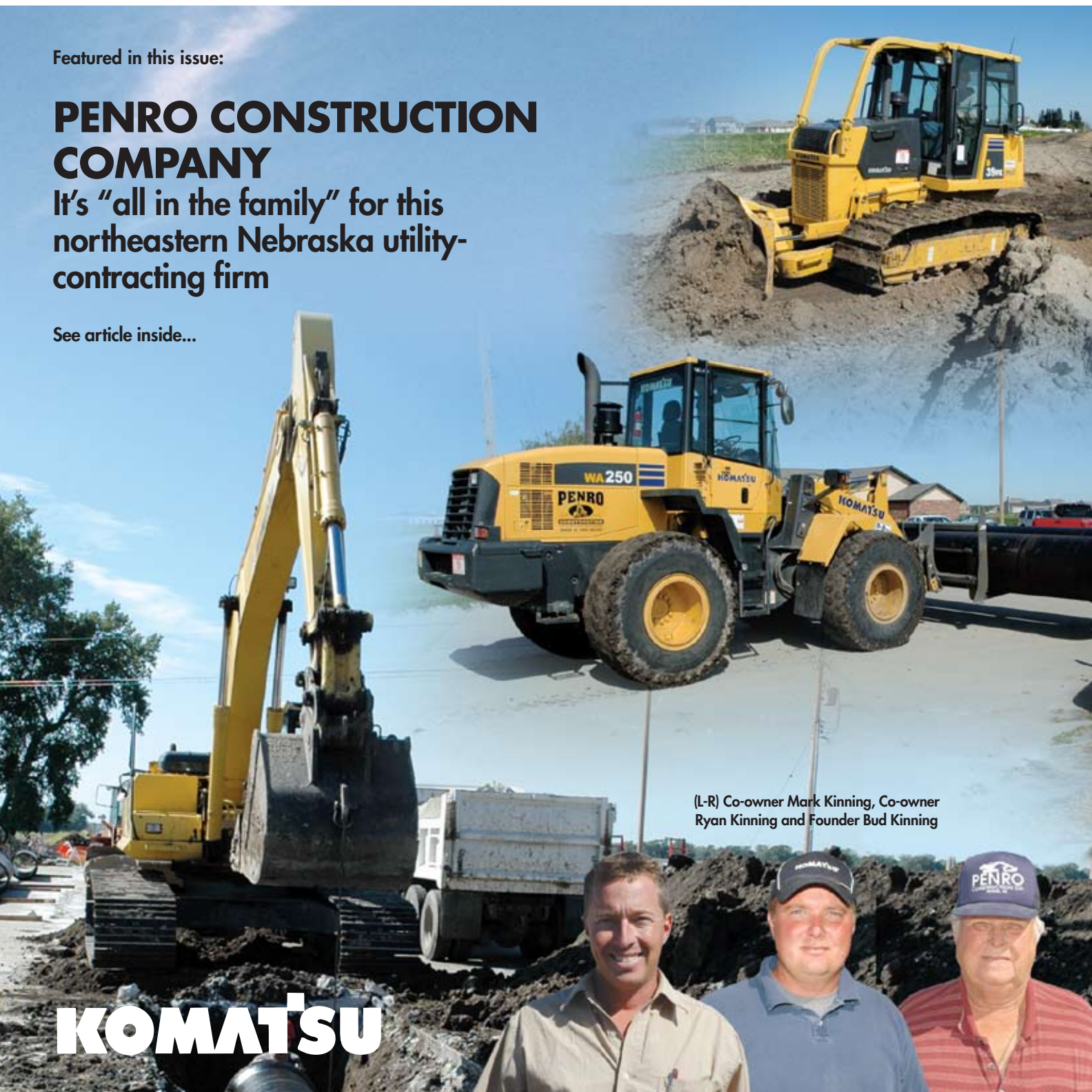
A publication for and about customers of RoadBuilders Machinery and Supply Co., Inc.

Featured in this issue:

PENRO CONSTRUCTION COMPANY

It's "all in the family" for this northeastern Nebraska utility-contracting firm

See article inside...



(L-R) Co-owner Mark Kinning, Co-owner Ryan Kinning and Founder Bud Kinning

KOMATSU

A MESSAGE FROM THE PRESIDENT



Phil McCoy



**RELIABLE
EQUIPMENT**

**RESPONSIVE
SERVICE**



Dear Equipment User:

There has been a strong push in recent years for more "green" construction, and it seems that trend will continue to increase as more and more projects take sustainability into account as they're designed. It's likely that any job you do now and in the future will have factors built into it that call for reuse and recycling of materials.

Equipment is among the items that are affected as standards call for better fuel economy and lower emissions. Komatsu has always been a leader in those areas. With the development of its ecot3 engines, it's lowering emissions with better fuel economy, while at the same time providing more horsepower. The result has been improved productivity for less, leading to lower per-yard costs.

You'll find such technology in new Komatsu machines, such as the next generation of the D39-22 dozers featured in this issue of The RoadBuilders' Edge. Like other recent updates and additions to the Komatsu dozer line, these machines provide numerous features that help you move dirt faster and more efficiently.

At RoadBuilders Machinery And Supply Co., Inc. we're proud to represent such an innovative equipment manufacturer. If you're looking for new equipment, Komatsu has a machine to fit nearly any need. Don't forget, buying new equipment this year could provide you with significant tax advantages under the new Economic Stimulus Act.

As always, if there's anything we can do to help you with your equipment, parts and service needs, please don't hesitate to call us.

Sincerely,
ROADBUILDERS MACHINERY
AND SUPPLY CO., INC.

Phil McCoy
President



The RoadBuilders'

EDGE

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IN THIS ISSUE

PENRO CONSTRUCTION COMPANY

Read how this family-owned northeastern Nebraska contracting firm has grown by focusing on utility work.

GUEST OPINION

ARTBA President & CEO Pete Ruane explains the organization's call for increased funding in highway and bridge construction.

INDUSTRY OUTLOOK

With interest in "green" construction growing, learn how minimizing environmental impact has become the goal of more construction projects.

NEW PRODUCTS

Check out the new Komatsu D39EX/PX-22 dozers and see why special features, such as the super-slant nose, improve visibility and productivity.

NEW UTILITY MACHINES

Take a look at Komatsu's new MR-3 series of compact excavators. You'll find them packed with many new features.

KOMATSU & YOU

Ivor Hill, Vice President and General Manager of Komatsu America Utility Division, talks about the next generation of compact equipment and how users will benefit from these innovative machines.

TECHNOLOGY TIPS

Learn how the Topcon global-positioning system has partnered with Komatsu to move material faster, more efficiently and at a lower cost per yard.

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KANSAS CITY, KANSAS
1001 S. 7th Street Trafficway
(913) 371-3822 • FAX: (913) 371-3870

OMAHA, NEBRASKA
4115 S. 90th St.
(402) 331-9200 • FAX: (402) 339-6620

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KOMATSU

A SALUTE TO A CUSTOMER

PENRO CONSTRUCTION COMPANY

It's "all in the family" for this northeastern Nebraska utility-contracting firm



Mark Kinning,
Co-owner



Ryan Kinning,
Co-owner



Bud Kinning,
Founder

Brothers Mark and Ryan Kinning didn't know for sure they were going to end up together in the construction business. Their father, Bud, owned Penro Construction, a northeastern Nebraska underground-utility contracting firm that he started with two partners in 1971. In 1986, Bud became sole owner of Penro (the name came from combining the three original owners' home towns of Pender, Rosalie and Oakland). Mark and Ryan worked with their dad while growing up, and later joined Penro full time, Mark in 1993 and Ryan in 1998.

"When you grow up with it like we did, it's hard not to get hooked by the construction industry," said Ryan. "You're outdoors and you get to play with equipment. It doesn't get much better than that."

"There's also a lot of satisfaction and a sense of accomplishment in doing what we do," Mark added. "I really believe that infrastructure work is worthwhile because it benefits the entire community."

Although they were working together, the brothers hadn't thought much about owning their own company until their dad came to them in 1999 and told them he was ready to call it quits.

"He said he was tired and was going to get out of the business," Mark recalled. "He told us we could either buy the company from him and run it ourselves, or he was going to auction off all the equipment and retire. Ryan and I talked about it and decided to give it a whirl. We bought him out in January of 2000 and we've been running Penro ever since. The way things have turned out, we're definitely glad we decided to take the chance."

Water and sewer specialists

Today, Penro Construction employs about 15 people. The company bids jobs within a 150-mile radius of its headquarters in Pender. The territory includes parts of western Iowa and southeastern South Dakota, as well as northeastern and north-central Nebraska. Penro today does much the same type of utility work that it's done since the beginning.

"We do mostly sewer and water work for municipalities," Mark explained. "I'd say that's our specialty. We also do concrete structures in conjunction with our utility work — things like well houses, pump buildings and chemical buildings."

The brothers are co-owners. Mark is President and Ryan is Vice President. Their brother Joe and a nephew, Cory Walker, also work for Penro. And their dad, Bud, still comes in to offer a hand when needed. Both Mark and Ryan bid jobs and tend to run the jobs that they bid.

"We're definitely working owners," said Ryan. "I think that's one of the things that our clients appreciate about us. They know that one of us is going to be out on the job, overseeing activities. They don't have to hunt us down. If they have a question, they know where to find us."

While the brothers are typically managing jobs on site, they also rely heavily and confidently on a core group of employees who've been with the company for several years now.

"That's been a point of emphasis for us since Ryan and I bought the business," said Mark. "We want to be able to keep all employees from year to year. Recently, we've been able to do that fairly well and it helps a lot. They become more experienced in how we do things and they tend to



This operator uses Penro's Komatsu PC270LC-7 to remove concrete (above) and place pipe (right) at a large water main job in Fremont, Neb.

be more dedicated to the success of the company. We're very pleased with all of our employees."

Big jobs

A current job in Fremont is one of Penro's larger projects to date. It consists of 2.5 miles of 30-inch water main running from the city's well field into the water treatment plant. Penro is also building a 2,000-square-foot chemical building at the well field to treat the water, and is modifying the existing water plant in town as part of the contract.

Another current project that stands out for the company is a water plant in Winnebago, Neb.

"It's our first water plant where we are the general contractor," said Ryan. "We've always done the piping, but now we're also doing the structure as a G.C. We have a sub who's doing some of the work, but we're also doing some of it ourselves and we're gradually moving into doing more of that kind of work ourselves."

Productive equipment

In order to do jobs like that in a productive and efficient manner, Penro Construction has turned largely to Komatsu equipment from RoadBuilders Machinery and Supply Co. Penro has four Komatsu excavators (PC270LC-7, PC228USLC-3, PC35MR-2 and a PC250LC-6), as well as a WA250-5 wheel loader and a D39PX-21 dozer.

"Across the board, our Komatsu equipment is top-of-the-line," said Mark. "The PC250 was our first Komatsu piece. We now have 12,000 hours on it and we still use it nearly every day. It's been close to bulletproof. We certainly haven't done much of anything to it.

"The PC270 is probably our workhorse machine, but the tight-tail-swing PC228 has also been a real eye-opener," he added. "We first tried it as a rental because we were working in a high-traffic area. I wasn't sure it would be able to do the job for us — but it proved me wrong. After a few days, we really appreciated its productivity combined with its ability to work in tight spaces.



At the Fremont job, Penro crews are laying 2.5 miles of 30-inch water main to bring water from a well field into the city's treatment plant.



Penro uses a Komatsu WA250 to transport pipe at the Fremont job.

We liked it so much during the rental that we never sent it back — we just bought it."

Ryan says the WA250 has also been a very effective machine for Penro. "It's extremely reliable and fuel-efficient. We have another comparably sized wheel loader and there's no comparison in terms of fuel consumption. The Komatsu uses much less fuel and that's really important in this day and age."

Dealer service

Penro does its own maintenance and minor repairs, but relies on RoadBuilders to help keep the equipment running.

Continued . . .



**RELIABLE
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Penro thrives on municipal utility work

... continued



(L-R) Ryan, Mark and Bud Kinning of Penro Construction work closely with RoadBuilders Machinery and Supply District Sales Manager Gary Kratky on equipment needs. "Gary does a great job getting us what we need," said Mark. "Everybody at RoadBuilders is a pleasure to work with."



These Penro operators use a Komatsu D39 dozer (above) and PC228USLC tight-tail-swing excavator (below) to backfill on the Fremont water-line job. "Across-the-board, our Komatsu equipment is topnotch," said Mark Kinning. "We want productivity, reliability and longevity from our equipment and we get all three from our Komatsu machines."



"We really haven't had much go wrong with our Komatsu pieces, but any time we've needed them, RoadBuilders has been there for us," said Mark. "Our District Sales Manager, Gary Kratky, does a great job of getting us what we need. RoadBuilders' Product Support Rep Dave Hughes and their parts and service departments have also always been very helpful."

"Another thing we like about dealing with RoadBuilders is the large inventory they have," said Ryan. "With offices in Lincoln, Grand Island and Kansas City — as well as the Omaha office we work with — they're always able to find what we need. They also have an excellent fleet of rental machines and do a good job of educating us on what's out there equipment-wise."

Still growing

The brothers say Penro Construction has grown steadily since they bought the business from their dad, and they expect that to continue.

"Since Ryan and I have been in business, we've never really had a slow year, including this year," said Mark. "We've basically doubled in terms of employees, volume and equipment — and we're optimistic about the future. We don't foresee infrastructure work slowing down much."

"I think maybe there's less federal grant money today than in past years, but one thing we've seen is that some of the cities are paying for jobs using city funds," said Ryan. "That could be an advantage for us because we've worked hard to develop good relationships with the cities we work for. We give them a quality job, at a fair price, done on time. We've also always tried to work well with their inspectors and tried to keep inconveniences to the public to a minimum."

"I think the bottom line is that they trust us and we trust them," said Mark. "By working with the same municipalities, they know by our history that we're going to do our best to give them exactly what they want, with no hiccups along the way. As long as we're able to do that consistently, we believe we'll continue to be in demand with municipalities throughout our region." ■

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FAX: (308) 384-0686

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BRIDGE TO THE FUTURE

ARTBA calls for increased funding in highway and bridge construction

The 2009 federal highway and transit authorization bill provides the best opportunity in more than 50 years to chart a new course for America's surface transportation programs and significantly boost highway and bridge construction for the future. But, it will be a heavy political lift to get the job done and will require strong grassroots support from transportation design and construction professionals.

Those were among the key messages American Road & Transportation Builders Association (ARTBA) President & CEO Pete Ruane delivered to 1,500 bridge owners and engineers, senior policymakers, government officials, bridge designers, construction executives, and suppliers attending the 25th Annual International Bridge Conference in June.

The United States has nearly 576,000 bridges. Approximately 22 percent are located on the National Highway System (NHS) and 55,245 are on the Interstate system.

Ruane cited research from the American Association of State Highway & Transportation Officials (AASHTO) calling for 10,000 miles of new routes or corridors and upgrading 20,000 miles of new or replacement bridges on the NHS.

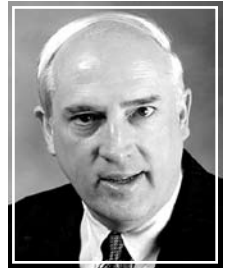
With the U.S. Department of Transportation (DOT) reporting more than 25 percent of the nation's bridges to be structurally deficient or functionally obsolete, the trend toward greater investment should continue, Ruane said. He cautioned, however, that a nearly 40 percent increase in highway and bridge construction costs since 2003 was making bridge improvements much more expensive, and would require additional federal, state

and local funding. Building support among policymakers at all levels of government will be challenging in the current political atmosphere, but can be done.

He outlined two major thrusts of ARTBA's legislative proposals for the 2009 bill, which include expanded investments in the core highway, bridge and transit programs — financed by a minimum 10 cents per gallon increase in and indexing of the federal motor fuels tax — to protect past infrastructure investments, particularly on the Interstate system.

The second part of ARTBA's plan calls for initiation of a 25-year national construction priority — the "Critical Commerce Corridors" (3C) goods movement program — to add new infrastructure capacity to the nation's transportation network. ■

ARTBA President & CEO Pete Ruane said the 2009 federal highway and transit authorization bill provides a great opportunity for a boost in future highway and bridge construction. ARTBA is calling for expanded investment in core programs as well as a 25-year national construction priority.



Pete Ruane,
President & CEO,
American Road
& Transportation
Builders Association
(ARTBA)



GREEN BUILDING

How contractors can grow and profit by minimizing the environmental impact of construction projects



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When Francis Kent began recycling paving material nearly 30 years ago, he had to convince a lot of people the products made from crushed concrete and asphalt were an acceptable alternative to the construction building materials that come out of a conventional quarry.

"In the early 1980s, recycling wasn't fashionable," said John Kent, who joined his father in the family business and is now President of Oxford Recycling. "We had to fight to establish ourselves and prove to various municipalities and contractors that just because our product is recycled, that doesn't mean it's not as good as a virgin product. It meets required specs, and in fact, often exceeds them. But back then, we had a terrible time trying to convince people of that."

Eventually the practice caught on and the Kents today are running a large operation that

sees upward of 1,000 trucks per day either delivering or picking up product. They've added tree grinding to their operation, producing valuable mulch from what formerly may have been landfilled, burned or buried.

The rest of the construction industry is fast approaching the Kents' lead in what's rapidly becoming known as "green building," "sustainable design" or other terms that point to the idea of minimizing environmental impact through reducing the consumption of nonrenewable resources and waste.

A growing movement

The movement has been growing rapidly in the past few years as more consumers call for developers, designers and architects and builders to think about how they can build in a more eco-friendly way. The concept requires careful consideration in the planning stages, taking into consideration everything from how stormwater runoff can be used on site to selecting the most energy-efficient building materials. It often means using recycled materials throughout the construction process.

Industry professionals are taking green building and sustainable design into account and are joining such organizations as the U.S. Green Building Council (USGBC), a nonprofit organization that promotes such practices. It's grown to include more than 16,000 member organizations and 75 regional chapters, offering programs to educate construction personnel on green practices.

The USGBC also certifies green projects through its LEED (Leadership in Energy and Environmental Design) Rating System, "a nationally accepted benchmark for the design, construction and operation

Old practices often called for burning or landfilling trees and shrubs during clearing and grubbing. Today, more and more companies, such as Oxford Recycling, are turning them into reusable products such as mulch.



of high-performance green buildings." It promotes a whole-building approach by looking at key performance areas, such as sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. Points are awarded to designate certification levels of Certified, Silver, Gold and Platinum. A LEED-certified project meets rigorous criteria, and the honor can reap rewards for those who designed and built it, putting them at the forefront for winning more projects. Those who use it also benefit through a more healthful living and/or working environment.

"Green construction is 30 percent to 50 percent more energy-efficient and 40 percent more efficient in water usage, plus it offers health benefits," said Ashley Katz, Communications Coordinator with the USGBC. "Currently, we have a little more than 1,500 certified projects in total, but our goal is to have 100,000 commercial buildings and 1 million homes certified by 2010. We've also raised our commitment to fund green-building research by increasing the amount given in grants to \$2 million in 2008."

In addition to the increased use of recycled materials, nearly all new construction projects have other green considerations built into them, such as erosion-control measures, retention ponds to keep stormwater runoff on site, and balanced earthwork designed to cut down on the amount of import and export materials and compaction. Many call for disturbing as little ground as possible, as well as finding ways to save existing trees, or planting new ones.

In many cases, state highway departments have led the way by using existing roadway materials in the construction of new paving projects. Materials such as old concrete and asphalt roadbeds that used to be hauled away are now being crushed on site and reused as road base. Asphalt millings are used in shoulder materials or put back into the mix for new road pavement. Porous pavement that allows water to drain through it to the stone base and back to the soil is becoming increasingly more popular.



More efficient machines with Tier 3-compliant engines, such as Komatsu's Dash-8 excavators and new BR580 JG crusher, increase production with less fuel and lower emissions than previous models. Used in combination, as shown here, these machines can turn old pavement into new materials for reuse, rather than putting them in a landfill.

Efficient machinery reduces emissions

Reducing environmental impact in construction means more than just using recycled materials and careful jobsite planning. It also takes into account the machinery that's used to make the materials, move the dirt and lift building products into place. Equipment manufacturers are doing their part in conjunction with federal regulations and guidelines, which have included mandates that lower engine emissions, such as nitrous oxide (Nox) and particulate matter (PM). Both are considered significant public health risks.

Latest regulations require new diesel engines to meet Tier 3 standards, with stricter Tier 4 standards coming in the next few years. In some cases, the results have not only been lower emissions, but less fuel consumption as well, leading to the same or better production with lower operating costs. It's a win-win for the equipment user.

"That's been a great benefit of our ecot3 engines (the 'eco' stands for ecology and economy; the 't' for technology; and the '3' for Tier 3)," said Toshio Miyake, who was involved with product planning for Komatsu Ltd. during the development of ecot3 engines. "In addition to meeting the emission regulations, and thereby putting fewer pollutants in the air, we're also able to make a better machine."

Continued . . .

Komatsu, contractors join green movement

... continued

"Initially, there was concern that emissions requirements might negatively impact some power and performance features. But we've overcome potential problems and we view the ecot3 engine as a big step forward in all respects for equipment users."

Manufacturing part of the process

Komatsu and other manufacturers are taking additional steps by making going green

Factories such as Hensley Industries, part of Komatsu Ltd., are using more environmentally friendly practices during production. The plant, which makes ground-engaging tools for mining machines, recycles nearly 100 percent of its waste products, including dust, which goes into this containment area. It is pelletized and sold for use in other products, including concrete.



a consideration in the manufacturing process. When Hensley Industries, part of Komatsu Ltd., built its new foundry in Dallas, several steps were taken to improve efficiencies and recycle nearly 100 percent of the waste materials it generates in the process of making ground-engaging tools for mining machines.

During the planning stages, Hensley took into account how potential environmental issues, such as noise, smoke and odor, would affect not only the workers at the foundry, but its neighbors as well. The plant was built with a highly effective dust-collection system that moves the dust to outside containment units where it's eventually pelletized and sold for reuse in such products as concrete. Noise suppression was built in so a nearby school and apartment complex wouldn't be affected.

"We're very proud of what we accomplished as we set out to build a very modern facility that was environmentally friendly and an asset to our neighbors," said Paul Rudd, General Manager-Manufacturing, who helped design the foundry. "It's truly state-of-the-art and highly efficient. It's the cleanest manufacturing facility I've ever seen."

Continuing to grow

Contractors can invest in ways to help too. Using newer, lower-emission equipment, or retrofitting older equipment with more environmentally friendly engines can help out. Employing GPS-based site-preparation practices can help operations be more efficient. These systems allow users to get to grade in fewer passes with less wasted effort. More accurate grading requires less aggregate material for subbase, and increasingly, the subbase that is used is coming from recycled products, such as the ones Oxford Recycling makes.

"Much of the material we recycle would have ended up in a landfill. Asphalt and concrete do not decompose, so it's not beneficial to dump that material there," Kent noted. "Reusing the material is a way to reduce the environmental impact in variety of ways. Not only is the paving material reused, it often reduces trucking, which means fewer emissions. We've seen a gradual increase in the use of our recycled materials, and we believe it's only going to continue to grow." ■

PRODUCT INNOVATIONS

IMPROVING EFFICIENCY

Customers throughout U.S. praise Komatsu's D155 dozer with revolutionary "Sigma blade"

As soon as Lou Anders, Vice President of Nighthawk Oilfield Services, demo'd a Komatsu D155AX-6 dozer with the Sigma blade, he was convinced it was the machine he needed. The Little Rock, Ark.-based company builds oil field locations throughout Arkansas, Texas, Louisiana, Oklahoma and New Mexico and needs to cut and level massive amounts of dirt quickly and efficiently.

"I've always been a loyal user of a competitive brand, so when my Komatsu sales representative approached me about trying the D155, I told him he'd have to convince me it would do everything the other brand would do, and then some," he recalled. "It didn't take long to figure out it would be one of our key machines. The Sigma design on the blade helps us push dirt farther. The old-style blade — what I call a straight blade — loses too much dirt as you're pushing. This dozer allows us to roll into a cut, load up and just keep pushing and cutting at the same time without losing power or stalling. Compared to the competitive brand in its size class, we're moving between 20 percent and 25 percent more material. It's a significant difference."

That's been a common finding for users of the D155AX-6 since Komatsu introduced it in 2006. Komatsu designed the 44-ton, 354-horsepower dozer to push more material than ever before. With its patented dozer blade — shaped like the Greek letter Sigma (Σ) — the results are impressive. It carries 15 percent more material than the previous Komatsu model and 20 percent more than the leading competitor. The 12.3-cubic-yard Sigma blade has dual pitch and tilt, and a hydraulic control system that is easier on the operator. Komatsu introduced a Sigma blade to its new D275 dozers in April.

Rave reviews

Because of its ease of operation and more material push, Cherokee Builders General Superintendent Bobby Burns said the need for additional dozers on a jobsite is decreased. Based in Tulsa, Okla., Cherokee Builders does general dirt work, utility installation and concrete work for residential, commercial and highway construction.

"The material doesn't roll out, like it does with other blade styles; instead, it rolls in," Burns explained. "That equates to more material being pushed at any one time, and allows us to move more material over a longer distance. Instead of having two or three smaller dozers on a job, we're able to do the same work with the D155. It's also fuel-efficient, so our cost per yard is very good."

Continued . . .

Komatsu's patented Sigma dozer blade is designed to promote rolling of material and to keep it from spilling around the sides. It allows the D155AX-6 to push and carry 15 percent more material than the previous Komatsu model and 20 percent more than the leading competitor.



Sigma dozer boosts productivity, lowers costs

... continued

Orlando Ruiz, Owner of Orlando Excavations in Chaplin, Conn., said his cost per yard is greatly improved since he bought a D155 about a year ago. The excavation contractor uses the dozer for all types of projects.

"It's really sped up production because the Sigma blade will push so much more material," Ruiz said. "Specifications say the blade capacity is a little more than 12 yards, but since the material rolls to the middle, we've found that it will push more than 20 yards in the right conditions. If the conditions are less-than-ideal, it won't push that much, but it will go beyond the 12 yards and significantly outperforms any competitive dozer we've used. It has good balance, and the fuel economy is great."

Gary Schmidt, North Central Iowa Regional Solid Waste Authority Director, was one of the first to use the D155AX-6 with the Sigma blade. Schmidt has used it in cell construction at the Fort Dodge landfill since NCIRSA purchased a dozer right when they came on the market.

"It didn't take long to notice that we were burning far less fuel than we were with our old dozer," Schmidt said, who noted that the machine now has more than 2,000 hours on it. "That's still the case. Most of the time it's around 10 gallons an hour, which is very good. Couple that with the amount of material we can move, and our cost to move dirt is lower than before. Compared to a traditional U-shape blade, the Sigma blade holds the material much better. It doesn't leave windrows like traditional dozing does. It's a great machine."

Anders feels the same way. In fact, because his D155AX-6 with the Sigma blade has been so efficient, he said it's likely he'll add more to his fleet.

"We have several yards across the mid-South and we have several dozers at those locations. Quite a number of them are competitive brands, but based on the performance of our Komatsu D155, that's going to change." ■

Super-slant design earns IDEA award

Komatsu's innovative D51EX-22/D51PX-22 model dozers received a Silver Award from the International Design Excellence Awards (IDEA) competition for the unique design that provides outstanding operator visibility of the top blade edge and the area in front of the blade at all times.



Komatsu's D51 dozer received a Silver Award from IDEA for its super-slant nose design that offers operators better blade and area visibility in all grading applications. The design is also part of Komatsu's new D31, D37 and D39 dozers.

That's accomplished with the unique super-slant nose design. "It allows the operator to see objects that are very close to the blade, dramatically increasing safety and efficiency on the jobsite. This new design assures an improvement in fundamental dozer work parameters," according to the IDEA award citation. The IDEA program is an international competition honoring design excellence. The sides and back of the D51 cab are also slanted to give the operator better views all around the machine.

"Last year, the D51 was named among the Top 100 construction equipment machines by *Construction Equipment* magazine, so the accolades keep coming," said Bruce Boebel, Product Marketing Manager, Crawler Dozers. "What we find most gratifying about the IDEA award is that it reflects the feedback we get from our customers about the D51: that they're more productive because of better visibility, as well as other productive features of the machine."



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NEW EQUIPMENT

NEW PZ TOOL CARRIER

WA320PZ-6 offers benefits to help users in a wide range of applications

Whether you're in construction, utility, waste or agriculture, the WA320PZ-6 offers benefits that can make your application more productive, including a new parallel Z-Bar linkage that offers parallel movements in both fork and bucket applications. The recently introduced WA320PZ-6 replaces the WA320PT parallel tool carrier in Komatsu's wheel loader lineup.

"The parallel Z-Bar linkage has two advantages," said Mike Gidaspow, Product Manager Wheel Loaders, who notes the versatility of the WA320PZ-6 makes it excellent in fork and logging applications. "Buckets and forks stay more level than with regular wheel loaders, so the operator doesn't have to adjust the load to keep it from tipping forward. Also, users will be able to clearly see the load, and even the end of the tine in fork applications, because of the better visibility the WA320PZ-6 offers throughout a cycle."

The parallel Z-Bar linkage also offers large tilt force at all heights, large dump angle at maximum boom height and a two-mode bucket leveler. Long lift arms give high dumping clearances and maximum dumping reach so the operator can level loads on the body of a dump truck.

Like other PZ models (WA200PZ-6 and WA250PZ-6), the WA320PZ-6 has an electronically controlled hydrostatic transmission that provides quick travel response and aggressive drive into the pile. An inching pedal gives the operator simultaneous control of travel and hydraulic speeds. The new variable traction control system with its unique S-Mode allows the operator to adjust the tractive effort to the job conditions and reduce tire slippage, even in slippery road conditions during such applications as snow removal.

Valuable addition

The WA320PZ-6 got a boost in horsepower compared to the previous PT model, and is powered by Komatsu's high-torque, ecot3, Tier 3 engine with high performance, less fuel consumption and lower emissions as main features. Keeping track of the machine's performance is easier with Komatsu's KOMTRAX monitoring system, which comes standard and sends information such as hours, location and maintenance alerts wirelessly to a secure Web site.

"Along with other great benefits, such as improved operator comfort with a roomier cab and easier maintenance and serviceability, KOMTRAX is a fantastic tool for keeping track of the machine's productivity and maintenance schedule," said Gidaspow. ■



Mike Gidaspow,
Product Manager
Wheel Loaders

Brief Specs on Komatsu WA320PZ-6 Parallel Tool Carrier

Model	Net hp	Operating weight	Bucket capacity	Breakout force
WA320PZ-6	167 hp	32,480-33,900 lbs.	3.25-3.5 cu. yd.	31,810 lbs.

The WA320PZ-6 has a new parallel Z-Bar linkage for parallel movements in both fork and bucket applications. In addition, the Z-Bar linkage provides excellent digging ability and better visibility throughout the cycle.





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NEW UTILITY PRODUCTS

PC88MR-8 HYDRAULIC EXCAVATORS

These machines deliver big-excavator features in a utility-size package

Komatsu's new PC88MR-8 sets the standard for large utility-size excavators in the eight-ton class. It features a new look that includes a redesigned counterweight and new paint scheme like Komatsu's construction-size machines. But, that's just the beginning. These full-featured machines are designed to provide the ultimate in compact excavator comfort, value, productivity, service and maintenance access, and peace of mind.

Well-placed handholds and a wide-opening, upper-rail sliding door allow the operator to easily enter and exit the machine. Operators will find that the cab on the PC88MR-8 is an extremely spacious platform from which to work. After all, it is the same cab found on the larger PC138USLC-8 and includes standard air conditioner, seven-inch color monitor panel, AM/FM radio, power outlets and cup holder. The fully adjustable, cloth, high-back suspension seat with arm rests is designed to lessen fatigue, and the pilot proportional joystick controls enable the operator to work comfortably for long periods of time.

The short tail swing of these machines allows the operator to concentrate on the work in front of him, instead of worrying about rear-swing impacts. The result is a more relaxed and more productive operator, even when working in a confined area.

Value

The new PC88MR-8 is equipped with the KOMTRAX machine-monitoring system as standard equipment — nothing to install and no monthly fees for at least five years. With KOMTRAX, the owner can access: hour-meter reading, fuel level, travel notification, machine location, cautions, maintenance replacement notifications, and high water-temperature mark.

Komatsu continues to focus on providing high-strength work equipment. The PC88MR-8 features a new, single boom-swing pin that places extra strength in a high-stress component, and has an extended lubrication interval of up to 500 hours.

Another high-strength element is the X-track frame. This is the same type of track frame featured on larger Komatsu excavators. The X-frame design is very rigid and transfers shock evenly throughout the frame. The sloped design of the track frame deters the buildup of dirt and debris, helping to minimize the time required to clean the machine for transport.

Komatsu's proven Road-Liner track system provides a reliable and longer-lasting alternative to rubber track. It is mounted directly to the rail like a steel grouser, but unlike steel, it is surface-friendly.

Continued . . .

Komatsu's new PC88MR-8 replaces the PC78 model and features a new look that includes a redesigned counterweight and new paint scheme like Komatsu's larger machines. These full-featured machines are designed to provide the ultimate in compact excavator comfort, value, productivity, service and maintenance access, and peace of mind.



Features add value to new utility excavator

... continued

To further enhance the value of the PC88MR-8, Komatsu has made single/bidirectional-flow auxiliary hydraulics standard equipment. This allows the operator to use a variety of attachments, such as hydraulic hammers, hydraulic thumbs, tilting/grading/ditching buckets, grapples etc.

Productivity

Automatic load-sensing, two-speed travel enhances the productivity of the PC88MR-8 by automatically shifting from high speed to low speed when under load, and then from low speed to high speed when the load on the machine is reduced.

Standard pilot proportional joysticks with proportional thumb control for auxiliary hydraulics allow the operator to use hydraulic attachments efficiently and easily. Furthermore, five working modes allow the operator to choose the mode that best matches the job he is trying to perform.

Other enhancements that will improve productivity include a 65-horsepower, turbocharged and aftercooled Komatsu engine that provides 17 percent more horsepower than the PC78MR-6, 10 percent greater arm-crowd force and travel speed, and more pushing power with a 3.5 percent increase in drawbar pull than the machine it replaces.

pushing power with a 3.5 percent increase in drawbar pull than the machine it replaces.

The PC88MR-8 is equipped with several fuel-management features. The "eco gauge" provides the operator with a visual indicator on the monitor panel that enables the operator to maximize fuel efficiency by working in the "green" range as much as possible.

Auto idle helps to conserve fuel by reducing throttle to low idle after the joysticks and travel levers are left in the neutral position for four seconds. Once a machine function is activated, the machine returns to the preset throttle position.

If the machine is left to idle for more than five minutes, an excessive idle warning provides the operator with both a visual alert on the monitor panel and an audible warning. The operator can then determine whether to shut the machine down to conserve fuel.

Serviceability

Wide-opening covers and panels provide outstanding access to daily checkpoints, and the fuel tank and hydraulic tank are side-by-side for easy inspection and access. The radiator and oil cooler are side-by-side, making both easy to inspect and clean, ensuring clean, fresh air reaches each component.

Maintenance and lubrication intervals for engine oil and filter, fuel filter, and lubrication of arm, boom, and boom swing are now 500 hours, making it easy to schedule machine maintenance.

Finally, Komatsu provides a standard three-year, 3,000-hour warranty on the PC88MR-8, demonstrating Komatsu's commitment to total customer satisfaction and peace of mind.

"The PC88MR-8 is loaded with features that will enhance operator comfort, value, productivity, and peace of mind. By providing a larger operator station with many standard features (air conditioner, seven-inch color monitor panel, 12-volt and 24-volt outlets, and PPC joysticks with thumb-controlled auxiliary hydraulic function), standard auxiliary hydraulics, and a larger, more powerful Komatsu engine, Komatsu engineers took the best and made it better," said David Caldwell, Product Manager. ■

The new PC88MR-8 has a 65-horsepower, turbocharged and aftercooled Komatsu engine that provides 17 percent more horsepower than the PC78MR-6, 10 percent greater arm-crowd force and travel speed, and more pushing power with a 3.5 percent increase in drawbar pull than the machine it replaces.





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TECHNOLOGY TIPS

GLOBAL POSITIONING

Komatsu machinery and Topcon technology — a powerful team that helps keep your costs down

Moving material faster, more efficiently and at a lower cost per yard is the goal of every earthmoving contractor. Those advantages are all available with Komatsu machinery equipped with Topcon Positioning Systems GPS (Global Positioning Satellite) technology.

The combination of the two provides a powerful tool that allows users to save time and money in several ways. Available are 2D and 3D systems that allow users to upload job designs into a control box, which receives machine-positioning signals from a radio antenna and GPS receiver on the machine. The control box continuously compares actual machine and blade position on dozers and motor graders and calculates corrections that are sent to the machine's hydraulics, creating fully automatic grading of the jobsite. The result is reduced or eliminated staking and surveying costs, and the ability to reach final grade in fewer passes.

Komatsu is working to make Topcon technology "plug and play" on factory-direct machines. In the past, Topcon systems had to be added on after the purchase of a machine. Komatsu's goal is to ship the machines with the brackets for mounting Topcon components as well as the internal wiring harness and hydraulic valve already in place. All users will have to do is plug their Topcon system in, and after initial set up, calibration and consultation with a Topcon representative, they'll be ready to go.

"With our new 'plug and play' setup, the user won't have to have the machine out of service for an extended period of time to make the machine GPS ready," said Mike Milostan, Komatsu America Product Marketing Manager, Working Gear. "We've taken the initial step with our new D51 dozers. It will soon be available as an option on all dozers,

followed closely by motor graders then excavators."

More precise excavator cuts and fills

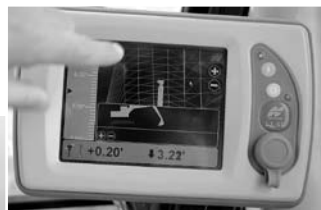
Several Topcon systems are available to dozer, motor grader and excavator users, such as the 3D-Xi Indicate 3D GPS+ control system for excavators that offers multiple views: plan, profile and section. It displays real-time movement of the bucket, stick, boom and entire machine. Grade can be controlled on the left, middle and right of the bucket.

"Similar to units used with dozers and motor graders, the excavator systems will improve the bottom line with better production, material savings and reduced survey costs," said Milostan. "Komatsu excavators work well with Topcon systems such as the X63, which helps in tough situations such as deep cuts, underwater excavations and steep slopes, as well as shallow digs. It displays machine position in real time, providing the operator complete control of the bucket at all times. A



Mike Milostan,
Komatsu America
Product Marketing
Manager, Working Gear

Continued . . .



Topcon GPS systems are available with Komatsu excavators, displaying real-time movement of the bucket, stick, boom and entire machine. Grade can be controlled on the left, middle and right of the bucket.



Easy-to-use systems up production at lower cost

... continued

touch-sensitive control box with a bright, color display shows the operator how to get and keep the bucket on grade for better accuracy. Operators can select a variety of screen options such as plan profile, cut/fill scrolling tape indicator and cross section. It significantly reduces the need for a grade checker as well."

Saving time and money

Also available is the 3D-MC machine control system that provides accurate grade control and productivity, the 3D-LPS (Local Positioning System) with high-precision stakeless grading in limited-satellite-access locations, the 3Di-GPS+ indicate control system for rough grading and the mmGPS (mm stands for millimeter) machine control system with millimeter accuracy. In most cases,

Finish grading with a Komatsu motor grader equipped with Topcon technology is easier, as it allows fewer passes to get to grade. Komatsu is working to make Topcon technology "plug and play" on factory-direct machines.



Topcon systems have long been available for Komatsu dozers, including Tier 3 models such as the D155AX-6 and the new D51-22s. "Using the Topcon system with Komatsu machinery — especially newer ones with our more powerful and more fuel-efficient Tier 3 engines — means users can quickly recoup the cost and put more money in their pockets in the long run," said Mike Milostan, Komatsu America Product Marketing Manager, Working Gear.



one system can control multiple machines on a jobsite, and for larger jobsite applications, additional GPS units can be linked together to provide coverage over the entire area.

All are easy to learn and use, according to Milostan.

"We understand that some contractors may be reluctant to try the systems because they believe GPS is too complicated, but that couldn't be further from the truth with Topcon systems," Milostan noted. "Komatsu currently has dozers, a motor grader and an excavator equipped with Topcon systems at our demo site in Cartersville, Georgia, so those considering the technology can come and operate those machines to see how easy they are to use. We're confident that the combination of Komatsu machinery and Topcon GPS technology will be a huge benefit to the equipment owner by saving time and money."

That's been proven with such products as Topcon's popular 3D-GPS+ and 3Di-GPS+, which are extremely accurate for finish and rough grading with Komatsu dozers or motor graders. Both systems have been shown to increase dirt-moving productivity by 30 percent to 50 percent and reduce staking 50 percent to 90 percent. Maps give the operator real-time cut-and-fill information that helps reduce push/haul lengths anywhere on the jobsite. The 3Di-GPS+ system can even be used for marking clearing limits, saving valuable time on surveying.

"Topcon's GPS+ systems are the most powerful on the market," stated Milostan. "They not only use the U.S. group of GPS satellites, but also the Russian GLONASS satellite group, giving them more satellites than the competition. The result is stronger, more accurate positions and better performance in obstructed areas, so there's less system downtime."

It all adds up to better production at less cost. "As with any new equipment, there's an initial investment. But the time and money savings that users see using the Topcon system with Komatsu machinery — especially newer ones with our more powerful and more fuel-efficient Tier 3 engines — means users can quickly recoup the cost and put more money in their pockets in the long run," said Milostan. ■



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LOOKING AHEAD

Massive new funding proposed to meet needs of transportation systems

Rep. John Mica, R-Fla., is looking ahead to funding the nation's highways and transit systems beyond 2009, calling for a massive increase over the \$286 billion under the current SAFETEA-LU funding measure, which provides funds for such projects as maintenance and rehabilitation of highways and interstates. SAFETEA-LU expires in 2009, and Mica wants more than a trillion dollars in new funding.

Mica, a member of the House Transportation and Infrastructure Committee, is aiming for \$1.5 trillion over five years, which includes \$500 billion in the basic bill, with another \$500 billion each for infrastructure and public-private ventures. Funding for the bill would come from several options a surface transportation commission called for earlier this year, including higher federal and state fuel taxes.

The proposal comes on the heels of a recent study that showed the U.S. transportation system is failing to keep pace with the demands of a 21st century economy. The study, "The Transportation Challenge: Moving the U.S. Economy," showed the U.S. competitive

advantage is shrinking as other countries increase investment in transportation infrastructure. The increasing age of the nation's infrastructure was a major contributing factor, and without needed investment, the nation will continue to fall behind.

"If the United States declines to invest in transportation infrastructure and ignores the transportation needs of key industry sectors, our economy will become less productive and less competitive," said Janet F. Kavinoky, Executive Director of the Americans for Transportation Mobility Coalition (ATM), who helped conduct the study, along with the National Chamber Foundation and the U.S. Chamber of Commerce. "Without an adequate transportation system, the nation's economic growth is at risk."

Recommendations urge more strategic planning

According to the study, lack of investment will put the U.S. transportation system further behind the growing demands of five major economic sectors — agriculture and natural resources, manufacturing, retail, services and transportation — which account for 84 percent of the nation's economy.

Several recommendations were part of the study, including emphasizing the importance of increased investment in transportation systems, such as highway, rail and marine. It urged policymakers to become more strategic in planning and investing in the U.S. transportation system.

"If we do not, our transportation system will become a competitive disadvantage for U.S. industries, and it will become harder to sustain the growth of our regions and the national economy," the report said. ■

Rep. John Mica, R-Fla., is looking for a massive increase in funding for the nation's highways when the current funding measure ends in 2009. A recent study shows the U.S. transportation system is failing to keep pace with the demands of a 21st century economy.



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Why Komatsu Genuine Oil is the right choice
for your engine

Jake Tiongco,
District Parts
Sales and Product
Manager, Komatsu
America

Engine oil is engine oil, right? Not if you're entrusting something other than Komatsu Genuine Oils to keep the moving parts of your machinery working at maximum performance.

Komatsu recently independently tested several popular engine oils offered at the retail level, and subjected them to rigorous testing to see if they met Komatsu Engineering Standards (KES), which are far more stringent than the industry standard. Among the tests was a determination of the oils' abilities to resist oxidation, a critical factor considering Komatsu's 500-hour oil-drain interval.

In addition, these tests predict an oil's ability to resist deposit formation, an essential element in Komatsu's Tier 3 engines. The oils tested claimed to meet the needs of Komatsu engines, yet all the products failed the tests.

"Komatsu is a company that prides itself on its engineering and has chosen oils which

Komatsu Genuine Oils provide superior oxidation and viscosity control. A recent test showed other engine oils failed to meet Komatsu Engineering Standards, which are far more stringent than the industry standard.

allow our machines to achieve maximum performance and life," asserted Jake Tiongco, District Parts Sales and Product Manager for Komatsu America. "With our latest Tier 3 engines, it's more important than ever to protect your investment with Komatsu Genuine Oils."

**Superior oxidation and
viscosity control**

Using something other than Komatsu Genuine Oils could lead to rapid buildup of under-crown deposits. Left unchecked, these deposits cause an insulating layer and lead to piston overheating. With insufficient cooling of the piston, deposits form in the area of the rings, which can cause sticking or collapse. This in turn leads to loss of oil control, compression and premature liner wear. Worst-case scenario: piston seizure.

Komatsu Genuine Oils help ensure those problems don't occur. Oxidation control is a critical factor in maximizing the life of any Komatsu engine, and Komatsu Genuine Oils are an essential part of that. While designed for Tier 3 engines, Komatsu Genuine Oils are approved for use in all preceding Komatsu engines.

An additional factor in oxidation stability is viscosity control. As oil becomes oxidized, it thickens and turns dark in color, eventually causing loss of viscosity, often before a scheduled change interval.

"Only oils with superior oxidation resistance, such as exhibited in the Komatsu hot-tube test, can operate the full 500 hours and maintain both viscosity control and maximum antiwear performance," said Tiongco. "Using Komatsu Genuine Oils takes the guesswork out of the equation. They're always the right choice." ■





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